

**AIR SERVICES AGREEMENT
BETWEEN THE GOVERNMENT OF THE RUSSIAN FEDERATION
AND THE COUNCIL OF MINISTERS OF BOSNIA AND
HERZEGOVINA**

The Government of the Russian Federation and Council of Ministers of Bosnia and Herzegovina and the of hereinafter referred to as Parties;
taking into consideration the fact of Russian Federation and Bosnia and Herzegovina being parties to the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December 1944,
desiring to conclude an agreement for the purpose of establishing air services between and beyond the territories of their States;
desiring to ensure the highest degree of safety and security in international air transport;
have agreed as follows:

**ARTICLE 1
Definitions**

The terms used in the present Agreement mean the follows:

- a) «Convention» - the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December 1944, and includes any Annex or its amendments adopted under Article 90 of that Convention and any amendment of the Convention under Article 94 thereof so far as those have been ratified by the Russian Federation and by Bosnia and Herzegovina respectively;
- b) «Aeronautical authorities» -
in the case of the Russian Federation - Ministry of Transport of the Russian Federation, and any person or body authorized to perform any functions at present exercised by the said Ministry or similar functions;
in the case of Bosnia and Herzegovina, the Council of Ministers - Ministry of Communications and Transport - Directorate of Civil Aviation of Bosnia and Herzegovina, and any person or body authorized to perform any functions at present exercised by the said Organization similar functions;
- c) «Agreement» - this Agreement, the Annex attached thereto, and any modifications to them;
- d) «Designated airline» - an airline that has been designated and authorized in accordance with Article 3 of this Agreement;
- e) «Territory» in relation to a State has the meaning assigned to it in Article 2 of the Convention;
- f) «airline», «air service», «international air service» and «stop for non-traffic purposes» have the meanings assigned to them in Article 96 of the Convention;

g) «Tariff» - the prices to be paid for the carriage of passengers, baggage and cargo and the conditions under which those prices apply, including prices and conditions for agency and other auxiliary service, but excluding remuneration and conditions for the carriage of mail;

h) «Capacity»;

(i) in relation to an aircraft - the payload of an aircraft available on a route or sector of a route in number of seats for passengers or in units of weight for cargo and mail;

(ii) in relation to the agreed services - the capacity of the aircraft used on such service, multiplied by the frequency operated by such aircraft over a given period on a route or a section of a route.

ARTICLE 2 Grant of rights

1. Each Party grants to the other Party the rights specified in the present Agreement for the purpose of establishing and operating of designated airlines international air service on the routes specified in Annex to the present Agreement which shall be considered as its integral part (hereinafter called «the agreed services» and «the specified routes» respectively).

2. In accordance with provisions of the Annex to the present Agreement the airlines designated by each Party shall enjoy while operating international air service on a specified route the following rights:

a) to fly across the territory of the State of the other Party without landing;

b) to make stops in the territory of the State of the other Party for non-traffic purposes;

c) in addition to the rights mentioned in this Article shall have the right to make stops in the territory of the State of the other Party at the points specified for that route in Annex to the present Agreement for the purpose of taking on and/or putting down international traffic in passengers, cargo and mail.

3. Nothing in this Article shall be deemed to confer on the designated airline of the State of one Party the right of taking on board passengers, cargo and mail carried for hire or reward, between the points in the territory of the State of the other Party.

4. The flight routes of aircraft on the agreed services and the points for crossing national boundaries shall be established in accordance with the legislation of the State of each Party.

5. The technical and commercial matters concerning the operation of aircraft and transportation of passengers, cargo and mail on the agreed services

shall be settled by agreement between the designated airlines and if it is necessary shall be submitted for the approval of the aeronautical authorities of the State of each Party.

6. For the purposes of realizing the ground technical services of its aircraft the designated airlines of the State of one Party may conclude the respective agreements with the enterprises of the State of the other Party which have the needed license to provide such service in the territory of the State of the other Party.

ARTICLE 3

Designation and authorization

1. Each Party shall have the right to designate in writing to the other Party airlines for the purpose of operating the agreed services on the specified routes.

2. On receipt of notification that the Party has designated the airlines the other Party shall without delay, subject to the provisions of paragraphs 3 and 4 of this Article, grant to each designated airline the appropriate operating authorization (hereinafter - operating authorization).

3. The aeronautical authorities of the State of one Party prior to granting the operating authorization may require an airline designated of the other Party to satisfy them that it is qualified to fulfil the conditions prescribed under the legislation normally and reasonably applied by such authorities to the operation of international air services.

4. Each Party shall have the right to refuse to grant the operating authorization or to impose such conditions as it may deem necessary on the exercise by the designated airline of the rights specified in Article 2 of the present Agreement, in case where the said Party is not satisfied that substantial ownership and effective control of that airline are vested in the Party designating the airline or in its State nationals.

5. When a designated airline has been so authorized, it may begin to operate the agreed services provided that schedules, agreed between the designated airlines, are approved by the aeronautical authorities of the States of the Parties and tariffs established in accordance with the provisions of Article 11 of this Agreement is in force in respect of that service.

ARTICLE 4
Revocation or Suspension of Operating Authorization

1. Each Party shall have the right to revoke an operating authorization or to suspend the exercise of the rights specified in Article 2 of present Agreement by a designated airline of the other Party or to impose such conditions as it may deem necessary on the exercise of these rights in any case:

a) the Party is not satisfied that substantial ownership and effective control of that designated airline are vested in the Party designating the airline, or in its State nationals; or

b) of a failure by that designated airline to comply with the legislation in force of the State of the Party granting these rights; or

c) the designated airline otherwise fails the conditions prescribed under the present Agreement.

2. Unless immediate revocation of operating authorization, suspension or imposition of the conditions mentioned in paragraph 1 of this Article is essential to prevent further infringements of the legislation, such rights shall be exercised only after consultations with the aeronautical authorities of the other Party.

3. In the event of action by one Party under the provisions of this Article, the rights of the other Party shall not be prejudiced.

ARTICLE 5
Application of Legislation

1. The legislation of the State of one Party relating to the admission to, sojourn in or departure from its territory of aircraft engaged in international air services or to operation and navigation of such aircraft while within its territory shall be applied to aircraft of the airline designated by the other Party.

2. The legislation of the State of one Party relating to the admission to, sojourn in or departure from the territory of its State of passengers, crew, cargo and mail, such as regulations relating to passports, customs, currency and sanitary measures shall be applied to passengers, crew, cargo and mail of aircraft of the designated airline of the State of the other Party while within the territory of the State of the first Party.

ARTICLE 6
Recognition of Certificates and Licenses

1. Certificates of airworthiness, certificates of competency and licences issued or rendered valid by one Party and still in force, shall be recognised as valid by other Party for the purposes of operating the agreed services on the specified routes, provided that the certificates and licenses were issued or rendered valid in accordance with the standards established in the Convention.

2. Each Party reserves the right to refuse to recognise for flights above the territory of its State, certificates of competency and licenses granted to its own nationals by the other Party or by any other State.

ARTICLE 7
Fees

Fees and other charges for the use of airport including its installations, technical and other facilities and services as well as any charges for the use of air navigation facilities, communication facilities and services shall be collected in accordance with the rates and tariffs established by each Party on the territory of its State, in accordance with Convention.

ARTICLE 8
Direct Transit

Passengers, baggage and cargo in direct transit across the territory of the State of one Party and not leaving the area of the airport reserved for such purpose shall, except in respect of security measures against acts of violence, as well as transportation of narcotics and psychotropic substance, be subject to no more than a simplified control. Baggage and cargo in direct transit shall be exempt from the imposition of customs duties, taxes and charges.

ARTICLE 9
Principles Governing the Operation of Agreed Services

1. The designated airlines of the States of the Parties shall have fair and equal opportunity to operate the agreed services on the specified routes.

2. While operating the agreed services the designated airlines of the State of one Party shall take into account the interests of the designated airlines of the

State of the other Party so as not to affect the services which the latter provides on the whole or any part of the same routes.

3. The agreed services operated by the designated airlines of the Parties shall be related to the requirements of the public for transportation on the specified routes, and each designated airline shall have as its primary objective the provision, at a reasonable load factor of capacity adequate to carry the current and reasonably anticipated requirements for the carriage of passengers, cargo and mail between respective territories of their States.

4. When air services provided by the designated airlines of the State of one Party between the points on the territory of the State of the other Party and the points in the third countries the granted capacity shall be made in accordance with the general principles that capacity shall be related to the requirements of:

- a) traffic between the countries of origin and destination;
- b) traffic of the area through which the agreed services pass; and
- c) through airline operations.

ARTICLE 10 **Customs Duties**

1. Aircraft operated on the agreed services by the designated airlines of the State of one Party, as well as their regular equipment, spare parts, supplies of fuel and lubricants, aircraft stores (including food, beverages and tobacco) on board the aircraft shall be exempted from the imposition of customs duties, taxes and other similar payments and fees on arriving in the territory of the State of the other Party provided such equipment, spare parts, supplies and stores remain on board the aircraft up to such time as they are re-exported.

2. There shall also be exempted from the imposition of customs duties, taxes and other similar payments and fees:

- a) aircraft stores taken on board in the territory of the State of one Party, within limits fixed by the authorities of the said Party, and for use on board the aircraft operated on the agreed services by the designated airline of the State of the other Party;
- b) equipment and spare parts introduced into the territory of the State of one Party for the technical maintenance or repair of aircraft engaged in operation on agreed services by a designated airlines of the other Party;
- c) fuel and lubricants, intended for use in the operation of the agreed services by aircraft of the designated airline of the State of one Party, including the case when these aircraft stores are used on the part of the route within the territory of the State of the other Party where they are taken aboard;

d) the necessary documents and forms with the airline's symbol used by the designated airlines of the other Party including airtickets, airway bills and usual publicity material (timetables, frequent flyer programs, pocket guides, etc.) distributed without charge by those airlines, that are imported or being imported by the airline of one Party to the territory of the State of the other Party in connection with the operation of the agreed services.

3. It is prohibited to use materials, supplies and spare parts as well as documents referred to in paragraph 2 of this Article above for other purposes than that directly specified in that paragraph. Objects referred to in paragraph 2 above may be placed under the supervision or control of the Customs authorities up to such time as they may be re-exported or otherwise disposed of in accordance with the customs regulations of the State of each Party.

4. Regular aircraft equipment, the materials, supplies and spare parts retained on board the aircraft operated by designated airlines of the State of one Party on the agreed services, may be unloaded in the territory of the State of the other Party only with the approval of the customs authorities of the State of that Party. In such case they may be placed under the supervision of the said authorities up to such time as they are re-exported or otherwise disposed of in accordance with customs regulations of the State of the other Party.

5. Charges corresponding to the services performed storage and customs clearance will be charged in accordance with the legislation of the States of the Parties.

ARTICLE 11 Tariffs

1. The tariffs of designated airlines on any agreed service shall be established at reasonable levels due regard being paid to all relevant factors including cost of operation, reasonable profit, characteristics of airline and the tariffs of other airlines.

2. The tariffs referred to in paragraph 1 of this Article and the rates of agency commission used in conjunction with them shall, if possible, be agreed between the designated airlines concerned in consultation with the other airlines operating the whole or part of that route.

3. If the designated airlines cannot agree on any of these tariffs or if for some other reason a tariff cannot be agreed upon in accordance with the provisions of paragraph 2 of this Article the aeronautical authorities of the States of the Parties shall endeavour to determine the tariff by agreement between themselves.

4. The tariffs shall be approved by the aeronautical authorities of the States of both Parties.

5. The tariffs established in accordance with the provisions of this Article shall remain in force until new tariffs have been established.

ARTICLE 12

Transfer of Earnings

1. Each Party shall on the base of reciprocity, grant to the designated airlines of the State of the other Party the right to transfer freely the excess of receipts over expenditure earned by the said airlines in connection with the operation of the international air services.

The said transfer shall be made in freely convertible currency according to the official exchange rate valid for the date of transfer and in accordance with the financial legislation of the State of the Party, from which territory the transfer is made.

2. The provisions of the present Article do not affect the issues of taxation that are the subject of the separate agreement between the Parties.

ARTICLE 13

Airline representation and sale of transportation

1. With the purpose of ensuring the operation of the agreed services the designated airlines of the State of one Party shall be granted the right to station in the territory of the State of the other Party its representations with the administrative, commercial and technical personnel necessary and other specialist staff who are required for the provisions of the present air services.

2. The abovementioned personnel may consist of the nationals of the States of the Parties, or of nationals of third countries in co-ordination with the competent authorities of the States of the Parties.

3. The designated airline of the State of one Party shall be granted the right of its own sale of transportation using their own transportation documents in the territory of the State of the other Party, in accordance with laws and regulations of that State. Such sale may be executed directly in the representations of the designated airlines or through of authorized agents which have an appropriate license to provide such attendance.

ARTICLE 14
Provision of statistics

The aeronautical authorities of the State of one Party shall supply to the aeronautical authorities of the State of the other Party, at their request, such information and statistics relating to the traffic carried on the agreed services by their designated airlines to and from the territory of the State of the other Party as may normally be prepared and submitted by the designated airline to its national aeronautical authorities. Such data shall include details on volume, distribution, origin and destination of the traffic. Any additional statistical traffic data which the aeronautical authorities of the State of the Party may desire from the aeronautical authorities of the State of the other Party shall, upon request, be a subject of mutual discussion and agreement between the two Parties.

ARTICLE 15
Aviation Security

1. Consistent with their rights and obligations under international law, the Parties reaffirm that their obligation to each other to protect the security of civil aviation against acts of unlawful interference forms an integral part of the present Agreement. Without limiting the generality of their rights and obligations under international law, the Parties shall in particular act in conformity with the provisions of the Convention on Offences and Certain Other Acts Committed on Board Aircraft signed at Tokyo on 14 September 1963, the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at The Hague on 16 December 1970, the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, signed at Montreal on 23 September 1971, the Protocol for Suppressions of Unlawful Acts of Violence at Airports Serving International Civil Aviation, supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, done at Montreal on 23 September 1971 signed at Montreal on 24 February 1988, as well as the provisions of other bilateral agreements in force between the Russian Federation and the Bosnia and Herzegovina.

2. The Parties shall provide upon request all necessary assistance to each other to prevent acts of unlawful seizure of civil aircraft and other unlawful acts against the safety of such aircraft, their passengers and crew, airports and air navigation facilities, as well as any other threat to the security of civil aviation.

3. The Parties shall act in conformity with the aviation security provisions and technical requirements established by the International Civil

Aviation Organization and designated as Annexes to the Convention to the extent that such provisions and requirements are applicable to the Parties. Parties shall require that operators of aircraft of their registry, operators of aircraft who have their principal place of business or permanent residence in their territory and operators of international airports in the territory of their States act in conformity with such aviation security provisions.

4. Each Party may require from operators of aircraft referred to in paragraph 3 of this Article to observe the aviation security provisions and requirements referred to in paragraph 3 of this Article for entry into, departure from, or while within the territory of the State of that other Party.

Each Party shall ensure that adequate measures are effectively applied within the territory of its State to protect the aircraft and to inspect passengers, crew, carry on items, baggage, cargo and aircraft stores prior to and during boarding or loading. Each Party shall also give sympathetic consideration to any request from the other Party for reasonable special security measures to meet a particular threat.

5. When an incident or threat of an incident of unlawful seizure of civil aircraft or other unlawful acts against the safety of such aircraft, their passengers and crew, airports or air navigation facilities occurs, the Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such incident or threat thereof.

ARTICLE 16 Aviation Safety

1. Each Party may request consultations at any time concerning safety standards in any area relating aeronautical facilities, to aircrew, aircraft or their operation adopted by the other Party. Such consultations shall take place within 30 days of the receipt of such request.

2. If, following such consultations, referred to in paragraph 1 of present Article, one Party finds that the other Party does not effectively maintain and administer safety standards in the areas referred to in paragraph 1 of this Article that meet the Standards established at that time pursuant to the Convention, the other Party shall be informed of such findings and of the steps considered necessary to conform with the Standards. Failure by the other Party to take appropriate action within 15 days or such longer period as may be agreed by the Parties by the exchange of written notifications through diplomatic canals shall be grounds for the application by the first Party of Article 4 of present Agreement.

3. Notwithstanding the obligations mentioned in Article 33 of the Convention, any aircraft operated by the airline or airlines of the State of one Party on services to or from the territory of the State of another Party, may, while within the territory of the State of the other Party, be the subject of a search by the authorized representatives of that other Party, both on board the aircraft and on ramp to check the validity of the aircraft documents and those of its crew as well as the apparent conditions of the aircraft and its equipment, provided this does not cause unreasonable delay in the operation of the aircraft (in this Article called «ramp inspection»).

4. If ramp inspection or series of ramp inspections gives raise to:

a) serious concerns that an aircraft or the operation of an aircraft does not comply with the minimum standards established at that time pursuant to the Convention, or

b) serious concerns that there is a lack of effective maintenance and administration of safety standards established at that time pursuant to the Convention,

the Party carrying out the ramp inspection or series of ramp inspections shall, for the purposes of Article 33 of the Convention, the right to make a conclusion that the requirements under which the certificate or licenses in respect of that aircraft or in respect of the crew of that aircraft had been issued or rendered valid, or that the requirements under which that aircraft is operated, are not equal to or above the minimum standards established pursuant to the Convention.

5. In the event that access for the purpose of undertaking a ramp inspection of an aircraft operated by the airline or airlines of one Party in accordance with paragraph 3 above is denied by the representative of that airline or airlines, the other Party shall be free to infer that serious concerns of the type referred to in paragraph 4 above arise and draw the conclusions referred in that paragraph.

6. Each Party reserves the right to suspend or vary the operating authorization of an airline of the other Party in the event that immediate action is essential to the safety of an airline operation.

7. Any action by one Party in accordance with paragraphs 2 or 6 above shall be discontinued once the basis for the taking of that action ceases to exist.

ARTICLE 17 Consultations

1. In a spirit of close co-operation, the aeronautical authorities of the Parties shall consult each other from time to time with a view to ensuring the implementation of, and satisfactory compliance with, the provisions of the

Agreement.

2. Each Party may either oral or in writing request consultation, which shall begin within a period of 60 days of the date of receipt of the request, unless both aeronautical authorities of the Parties agree to an extension or reduction of this period or if otherwise not provided of the present Agreement.

ARTICLE 18 **Settlement of Disputes**

1. If any dispute arises between the Parties relating to the interpretation or application of this Agreement, the Parties shall in the first place try to settle it by the negotiation between aeronautical authorities of both Parties.

2. If the said aeronautical authorities fail to reach an agreement, the dispute shall be settled through diplomatic channels.

3. If settlement cannot be reached by the methods mentioned in paragraphs 1 and 2 of present Article, the dispute shall, at the request of either Party, be submitted for decision to an Arbitration consisting of three arbitrators, two to be appointed by each Party and the third - umpire. If a dispute is submitted for the decision to a Arbitration, each of the Parties shall appoint an arbitrator within a period of 60 days from the date of receipt of notification and the umpire to be appointed within a further 60 days. If either of the Parties fails to appoint an arbitrator within the specified period or if the umpire is not appointed within the specified period the President of the Council of the International Civil Aviation Organization may be requested by either Party to appoint an arbitrator, arbitrators or the umpire as the case requires. The umpire shall be nationals of a third state which has the diplomatic relations with the State of each Party.

4. If the umpire, appointed by the President of the Council of the International Civil Aviation Organization is a national of either Party or if he is otherwise prevented from discharging this function, the Vice-President of the Council of the International Civil Aviation Organization deputizing for him should make the necessary appointments. If the Vice-President is the national of either Party or he is otherwise prevented from discharging this function, the oldest member of the Council of the International Civil Aviation Organization who is not a national of the States of both Parties should make the necessary appointments.

5. The rules of procedures and the place of an Arbitration shall be determined by the Parties.

6. The decision of the tribunal shall be binding on the Parties.

7. The expenses of the arbitral tribunal, including fees and expenses of the arbitrators shall be shared equally by the Contracting Parties. Any expenses

incurred by the Council of the International Civil Aviation Organization in connection with the appointment of the umpire and/or the arbitrator of the failing Party as referred to in paragraph 3 of this Article shall be considered to be part of the expenses of the arbitral tribunal.

8. The Arbitration shall determine its own procedure.

ARTICLE 19

Modification of Agreement

1. If either of the Parties considers it desirable to modify the terms of the present Agreement and the Annex thereto it may request a consultation between the aeronautical authorities of both Parties in relation to the proposed modification. Consultations shall begin within a period of 60 days from the date of the request unless the aeronautical authorities of the Parties agree upon the prolongation of that period.

The modifications of the Agreement shall come into force on the date of the receipt of the last notification through diplomatic channels by both Parties that all the necessary measures in accordance with its laws and/or regulations has been fulfilled for the entry into force of the such modifications. The modifications of Annex should be agreed between the aeronautical authorities of the States of the Parties.

2. The present Agreement will be amended so as to conform to any multilateral conventions or agreements, which may become binding upon the States of both Parties.

ARTICLE 20

Registration of Agreement

The present Agreement and any amendments thereto shall be registered with the International Civil Aviation Organization.

ARTICLE 21

Termination

Each Party may at any time give notice in written to the other Party of its decision to terminate the present Agreement. Such notice shall simultaneously be communicated to the International Civil Aviation Organization. In such case the Agreement shall terminate 12 months after the date of receipt of the notice by the other Party unless the notice to terminate is withdrawn by mutual agreement before the expiry of this period.

In the absence of acknowledgement of receipt by the other Party, notice shall be deemed to have been received 14 days after the date of receipt of the notice by the International Civil Aviation Organization.

ARTICLE 22
Entry into Force

The present Agreement shall enter into force at the date of the last written notification confirming that the Parties have fulfilled all their internal procedures for the entry into force of this Agreement.

From the date present Agreement comes into force, the Air Service Agreement between the Government of the Union of the Soviet Socialist Republics and the Federal Executive Council of the Assembly of the Socialist Federal Republic of Yugoslavia, signed on June 7, 1990 with all supplements, annexes and amendments to this Agreement is terminated in regard to relations between the Russian Federation and the Bosnia and Herzegovina.

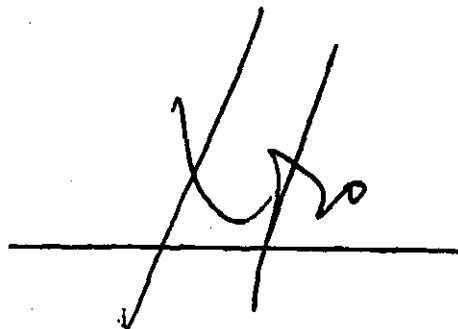
In witness thereof, the undersigned, being duly authorized by their respective Governments, have signed the present Agreement.

Moscow November 19, 2009

Done in ___ on ___ in two originals each in Russian, Bosnian, Serbian, Croatian and English, each text being equally authentic. In case of divergence for the purpose of interpretation, the English text shall be applicable.

**For the Government
of the Russian Federation**

**For the Council of Ministers
of Bosnia and Herzegovina**



ANNEX
TO THE AIR SERVICES AGREEMENT BETWEEN
THE GOVERNMENT OF THE RUSSIAN FEDERATION
AND THE COUNCIL OF MINISTERS OF BOSNIA AND
HERZEGOVINA

1. The designated airlines of the Russian Federation shall be entitled to operate international scheduled air services in both directions on the routes specified hereunder:

Points of origin	Intermediate points	Points of destination	Points beyond
Points in the Russian Federation	To be agreed between aeronautical authorities	Sarajevo, other points*	To be agreed between aeronautical authorities

2. The designated airlines of Bosnia and Herzegovina shall be entitled to operate international scheduled air services in both directions on the routes specified hereunder:

Points of departure	Intermediate points	Points of destination	Points beyond
Points in Bosnia and Herzegovina	To be agreed between aeronautical authorities	Moscow, other points*	To be agreed between aeronautical authorities

* Other points shall be subject to an agreement between the aeronautical authorities of the Parties.

NOTES:

1. Intermediate points and points beyond the territories of the States of the Parties shall be subject to an agreement between the aeronautical authorities of the Parties. Intermediate points and points beyond may be omitted by the designated airlines of the Parties at their discretion.

2. The right of coterminalization of the points of origin or points of destination in the territories of the States of the Parties as well as intermediate points and points beyond shall be subject to the separate agreement between the aeronautical authorities of the Parties.

3. The right of the designated airlines of one Party to transport passengers, cargo and mail between the points in the territory of the State of the other Party and points in the territory of the third countries (exercise of fifth freedom traffic right) shall be subject to the separate agreement between the aeronautical authorities of the Parties.

4. Any operation along Transsiberian, Transpolar and Transasian Air Route networks in the airspace of the Russian Federation shall be subject to the separate agreement between the aeronautical authorities of the Parties.

5. Charter, additional and non-scheduled flights shall be carried out based on preliminary request of the designated as well as non-designated airlines, submitted to the aeronautical authorities in accordance with existing regulation of the Parties.

6. The charter services should not jeopardize scheduled services on the agreed routes and in this respect, the operation of the said charter services should be coordinated with the airlines designated to operate scheduled services on that route. The charter services should be operated in accordance with the national legislation of the State of origin.

7. Designated airlines of one Party, which operate flights on the agreed services, may enter into commercial arrangements included, but not limited «block-space» and «code-sharing» with designated airlines of the other Party. The aeronautical authorities of the Parties shall agree upon such arrangements. Similar arrangements with airlines of third countries shall be the subject of separate agreement between the aeronautical authorities of the Parties.

8. The designated airlines of the Parties may operate with utilization of any type of subsonic passenger aircraft smaller than 500 seats of capacity.



Certified a true copy
of the sole original
document, deposited
in the archives
of the Ministry of Foreign Affairs
of the Russian Federation.

Moscow, "16" May 2011

Deputy Director
of the Legal Department
of the Ministry of Foreign Affairs
of the Russian Federation

A handwritten signature in black ink, appearing to read "Dmitry A. Lobatch".

Dmitry A.Lobatch